

SPORTS

ALL THE LOCAL "WHITE WINGS" WILL BE THERE

THE EVOLUTION OF INTER-COLLEGIATE FOOTBALL

AT TWO O'CLOCK this afternoon, the big and little yachts, yawl boats and wherries composing the fleet of the Territorial yacht squadron will leave Honolulu en route for Puuloa, which is to be the scene of the big luau and regatta given by the Hawaii Yacht Club. The first gun will go off at 1:55 p. m. The fourth classers will start at 2 p. m. and the other classes at intervals of ten minutes. Yachts making the best corrected time in each class will receive a pennant.

On reaching Puuloa the yachts will come to anchor.

At 6 o'clock it will be to eat and to smoke and to sing and at midnight the club's bazoo tooter will sound "taps."

On Sunday morning colors will be made at 8 a. m. and after a dip and a wrestle with hard tack, yachts will "dress ship."

A race around Ford's Island will start at 10 a. m., first, second, third and fourth class boats starting in the order given with an interval of ten minutes between classes. A pennant will be given to the yacht making the best time in each class.

At 2 p. m. the scurry home for the Commodore's cup will be in order and in this race all yachts will participate, the boats receiving their respective time allowances at the start. The yachts will be started from the committee's boat by the speaking trumpet.

The races will be governed by the racing rules of the club except when otherwise provided. Each yacht must fly the club burgee at the main topmast and the owner's private signal at the main peak.

The members of the Hawaii Yacht Club and their invited guests who have not made arrangements to go down in yachts are requested to notify H. P. Roth before noon today that they will meet a launch at Waiala Rice Mill, which will connect with the 5:10 train. Don't forget mosquito nets and blankets!

The following extracts from the rules of the Hawaii Yacht Club should satisfactorily settle any disputes which may arise:

RULE I.—APPLICATION.

Section 1.—The following Racing Rules shall govern all the races of the Club and any race sailed under its auspices, unless otherwise specified between the parties making the race.

Sec. 2.—All yachts belonging to the Club not sailing in a race shall keep out of the way of yachts in the race, and to the leeward of them.

RULE VII.—ENTRIES.

Section 1.—The Secretary shall send to each yacht-owner in the Club, at least ten days previous to any Club race, or ten days previous to any other race, blank forms of entry, and any member who desires to enter his yacht shall fill up and file same with the Chairman of the Regatta Committee.

Sec. 2.—All entries must be made in writing by the owner or his representative to the Chairman of the Regatta Committee at least two days before that of the race, exclusive of Sunday.

RULE IX.—HELMSMEN.

In all Club races each yacht shall be steered by a member of this Club.

RULE X.—CREWS.

The total number of persons aboard a yacht in a race shall not exceed the allowance in the following schedule:

First class, eight persons.
Second class, six persons.
Third class, four persons.
Fourth class, four persons.

RULE XI.—INFRACTION OF RULES AS TO CREW.

The Regatta Committee shall have power to disqualify, either before or after a race, any yacht which may in any way have infringed the rules relating to helmsmen or crews.

RULE XII.—PRIVATE SIGNALS.

Each yacht sailing in a race shall fly her owner's private signal at the main peak.

RULE XV.—TIME OF MAKING RACES.

The Regatta Committee shall name the time limit in which the races must be sailed.

RULE XVI.—POSTONEMENT OF RACES.

The Regatta Committee shall have the power to postpone any race, should unfavorable weather render such a course desirable.

RULE XVII.—INSTRUCTIONS.

Section 2.—The Regatta Committee shall have the power to change the courses or amend the instructions on or before the day of the race, provided notice of such change is given to each yacht before the preparatory signal is made.

RULE XIX.—STATION BOAT.

In the absence of the Regatta Committee's boat a competent person, appointed by the Committee, shall be at the finish line to take the time, and this time shall be considered final.

RULE XXII.—FITTINGS, BALLAST, ETC.

Section 1.—Floors must be left down, and bulkheads and doors left standing, water-tanks in place, and at least one bower anchor and cable kept on board; neither ballast nor water shall be taken in or discharged after 9 p. m. of the day preceding the race; but this restriction may be waived, as to water only, by permission of the Regatta Committee. Trimming by deadweight shall not be allowed after the preparatory signal.

RULE XXVII.—PROPULSION.

No means of propulsion except sails shall be employed during a race.

RULE XXVIII.—LIGHTS AND FOG SIGNALS.

All yachts sailing in a race shall observe the U. S. Government rules in regard to lights.

RULE XXIX.—START AND FINISH.

Section 1.—All races shall be started by what is known as the one-gun start.

the time being taken from starting gun. Yachts shall have ten (10) minutes from signal in which to cross line.

Sec. 2.—The time of finish shall be taken when the point marked by the foremast in schooners, and the mainmast in single-masted vessels and yawls, first crosses the given line; but if this point in any yacht be across the line when the signal for the start in her class is made, she must return and recross the line.

Sec. 3.—A yacht so returning, or one working into position from the wrong side of the line after the signal for the start has been made, must keep clear of, and give way to, all competing yachts.

RULE XXX.—RIGHT OF WAY.

Section 1.—When one yacht is approaching another yacht so as to involve risk of fouling, one of them shall keep clear of the other, as follows:

Sec. 2.—On Different Points of Sailing.—A yacht free shall keep clear of one close hauled.

Sec. 3.—On Same Point of Sailing, with Wind on Opposite Sides.—When both yachts are close-hauled or both free, or both have the wind aft and have the wind on opposite sides, the yacht with the wind on the port side shall keep clear.

Sec. 4.—On Same Point of Sailing, With Wind on Same Side.—When both yachts are free, or both have the wind aft and have the wind on the same side, the yacht to the windward shall keep clear.

Sec. 5.—Wind Aft.—A yacht with the wind aft is deemed to have the wind on the side opposite to that on which she is carrying her main boom. A yacht with the wind aft shall keep clear of a yacht on any other point of sailing.

Sec. 6.—Overtaking.—An overtaking yacht shall, in every case, as long as an overlap exists, keep clear of the yacht which is being overtaken.

Sec. 7.—Definition of Overlap.—An overlap is established when an overtaking yacht has no longer a free choice on which side she will pass, and continues to exist as long as the leeward yacht by tacking or the weather yacht by bearing away, is in danger of fouling.

Sec. 8.—Altering Course.—When, of two yachts, one is obliged to keep clear, the other shall not so alter her course as to involve risk of fouling.

Sec. 9.—Luffing.—A yacht may luff as she pleases in order to prevent another from passing her to windward, provided she begins to luff before an overlap has been established.

Sec. 10.—Bearing Away.—A yacht shall not bear away out of her course so as to hinder another in passing to leeward, or from passing her to windward, or a yacht shall not become entitled to her rights on a new course until she has filled away.

Sec. 12.—Converging Close-hauled.—When two yachts, both close-hauled on the same tack, are converging by reason of the leeward yacht holding a better wind, and neither can claim the rights of a yacht being overtaken, then the yacht to leeward shall keep clear.

Sec. 13.—Passing and Rounding Marks.—If an overlap exists between two yachts when both of them, without tacking, are about to pass a mark on the required side, then the outside yacht must give the inside yacht room to pass clear of the mark. A yacht shall not, however, be justified in attempting to establish an overlap, and thus force a passage between another yacht and the mark, when the latter has altered her helm for the purpose of rounding.

Sec. 14.—Definition of Mark.—A mark is any vessel, boat, buoy or other object used to indicate the course, and does not, in the preceding section, involve any question of sea room.

Sec. 15.—Obstruction to Sea Room.—When a yacht is in danger of running aground, or of touching a pier, rock or other obstruction, and cannot so clear by altering her course without fouling another yacht, then the latter shall, on being hailed by the former, at once give room; and in case one yacht is forced to tack or bear away in order to give room, the other shall also tack or bear away, as the case may be, at as near the

same time as is possible without danger of fouling.

RULE XXXII.—DISQUALIFICATION.

Section 1.—A yacht touching a mark, or causing a mark-boat to shift her position, unless wrongfully compelled to do so by another yacht, shall be disqualified. Sec. 2.—If a yacht, in consequence of a violation of any of these rules, shall foul another yacht or compel another yacht to foul any yacht, mark or obstruction, or to run aground, she shall be disqualified, and shall pay all damages; and any yacht which shall wrongfully cause another to alter her course in order to avoid fouling, or shall, without due cause, compel another yacht to give room under Section 15 of Rule XXX, or shall herself fail to tack or bear away, as required by that Section, or shall in any way infringe or fail to comply with any of these Rules, shall be disqualified.

RULE XXXIII.—PROTESTS.

Section 1.—Protests must be filed in writing, before 6 o'clock p. m. of the day succeeding the race, exclusive of Sunday, with the Chairman of the Regatta Committee, and must be signed by the owner or his representative.

Sec. 2.—The Committee may also, without a protest, disqualify any yacht should it come to their knowledge that she had committed a breach of the Rules.

Sec. 3.—All questions arising in any race, not covered by these Rules, shall be decided by the Committee.

Sec. 4.—The decisions of the Committee shall be final, unless they see fit to refer any question at issue for decision of the Club.

RULE XXXIV.—PENALTIES.

Should an infringement of these Rules be proved against any yacht, she may be disqualified, for such time as the Club may see fit, from sailing in Club Races.

The Last Event.

The funeral of David Koli Unauna took place at the late residence at Waikiki yesterday afternoon. The place of interment was Kawaiahao cemetery. The casket was covered with a profusion of flowers. Among the mourners were a number of young men identified with athletics in Honolulu, a form of recreation in which deceased up to the time of his death took particular interest.

Noted for delicacy of flavor, and soft and mellow. Spruance, Stanley & Co's whiskies.



WINTER LEAGUE GOES MERRILY ON

The usual weekly Winter League baseball games will be played at Makiki this afternoon. They are the second division of the second series of league games. The first contest will be between the Capitol and Hall teams at 1 o'clock sharp. At 3 o'clock the Police and Customs will play.

Following are the teams and positions.

Capitol.	Catcher.	Hall.
Mahelona	Pitcher.	Cunha
Kaanoi	First Base.	Kiwa
Ahla	Second Base.	Paris
Vanatta	Third Base.	Price
Lewis	Shortstop.	Kaai
Williams	Rightfield.	Lishman
S. Chillingworth	Centerfield.	Wilikoki
Aylett	Leftfield.	Koki
Yates		Hansman

Customs, Police.

Gorman, Catcher.

Clark, Pitcher.

Scanlon, First Base.

Nowell, Second Base.

Elston, Third Base.

Wilder, Shortstop.

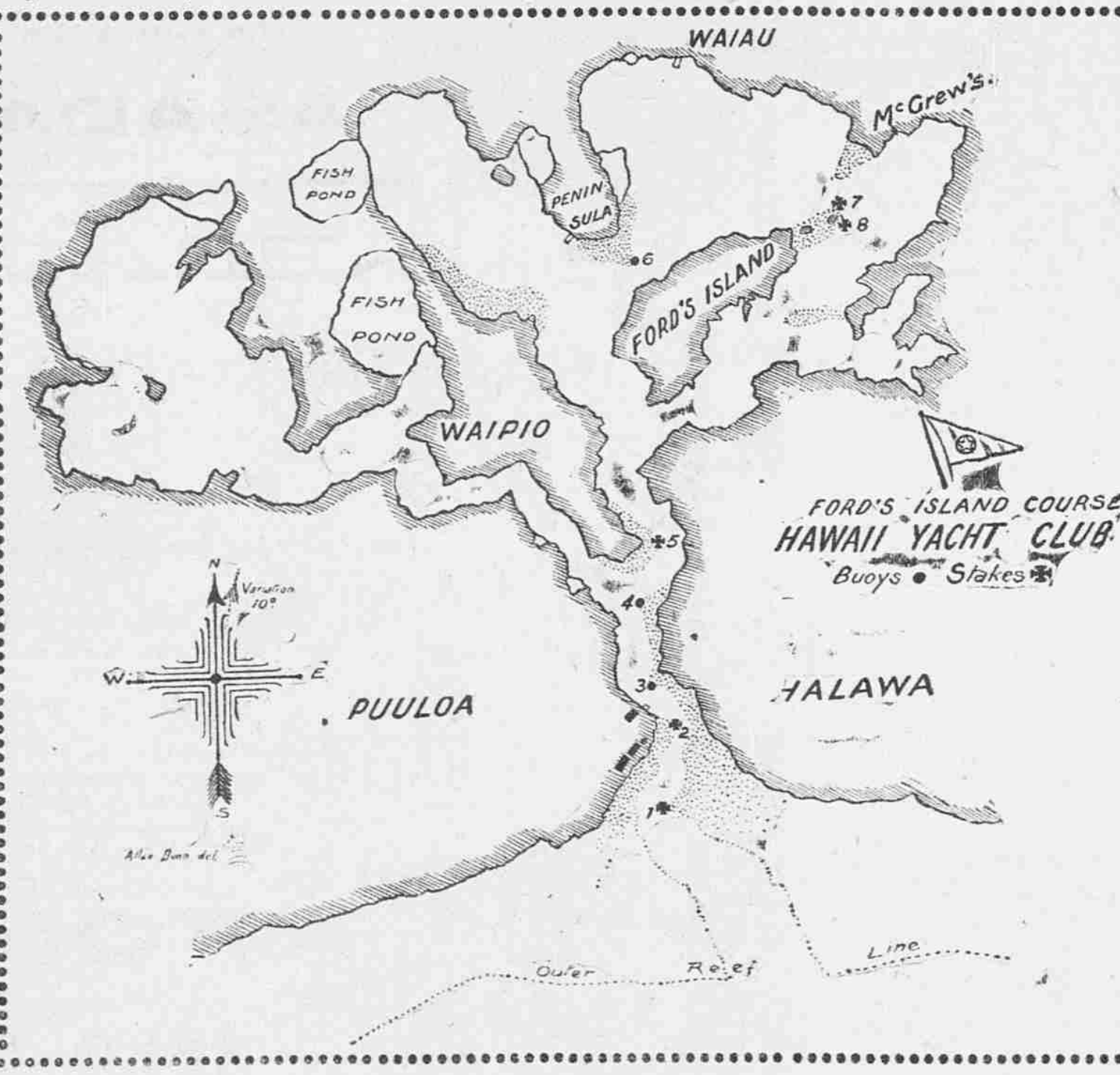
Tucker, Rightfield.

Bowers, Centerfield.

Gay, Leftfield.

The standing of the league teams up to date is:

	Runs	Won	Lost	For	Ag	St	Pctge.
Custom House	4	0	50	30	100		
Hall & Son	2	2	33	32	50		
Police	1	3	20	40	25		
Capitol	1	2	35	46	25		



By Walter Camp in Collier's Weekly.

THE ORIGIN of the game of football is quite hidden in antiquity. References to something which might be dignified by the title of forerunner of the present game are found even back as far as the time of Greek and Roman. It is certainly known that real football quite of the type of today was played in England in the twelfth century, and had a sufficient vogue to lead to legislative action.

In the early days the game had much more extended boundaries than now. One village might play against another village, and the ball be carried or kicked over two or three miles of territory. Later, in the English public schools, such as Rugby, Charter House, Westminster and Harrow, the game took on more definite form, and, in fact, was differentiated in style at these different schools. During the athletic revival in England between the years 1850 and 1860, football came to the front as the most popular game of the fall and winter.

About this time there were two divisions, one favoring the dribbling style of game, and the other that of the running character. A joint football organization was planned in 1863, when the London Rugby Club endeavored to make a uniform code of rules acceptable to both schools. Meantime, the advocates of the dribbling game had formed themselves into an association called the Football Association, and in spite of several joint conferences between the Rugby School men and the dribblers, it was found impossible to bring them together, and from that time on, the two games now known distinctly as the Rugby and the Association game, had developed each along its own lines.

English colonists going out with that blessed inheritance of the mother country—a love of sport—have implanted football wherever they have journeyed. But the game has not under other skies grown up in exact accord with the tenets of either Rugby or Association. In almost all instances the sport has taken on some local peculiarities, so that there is a distinct game called the Australian game, another known as the Canadian game, and, finally, and probably most highly developed of all, the American college game. Of these three the Canadian game follows most closely the lines of the Rugby Union. The Australian game has wandered very far away, and with its system of "shepherding"—for this is the term they use to describe a method of interference to aid the advance of the ball—it is a rather remarkable and elaborate affair.

The American intercollegiate game as it stands today is a direct outgrowth of the English Rugby Union. Americans started, in the early sixties, however, with the Association style, and of the principal colleges in the seventies, all save Harvard, who had just taken up contests with the Canadians in the Rugby school, were playing the kicking style

of game rather than the Rugby. In 1875 an attempt was made between Yale and Harvard to amalgamate the two kinds of play, but in the conference it was found almost as impracticable as it had been found several years before in England. A compromise game was played between representative teams of the two universities in 1875, but it was most unsatisfactory, and the following year Yale and Harvard played under the strict Rugby rules. This was the beginning of the present style of play. The Americans found that the English rules, while perfectly intelligible to men who had been brought up on the sport, required too many traditional interpretations to be complete when used by American players taking up the game for the first time. Hence meetings were held annually, and the rules were expanded with explanatory paragraphs in order to be intelligible to players and officials. This steadily led to certain adaptations and alterations of rules to fit plays and occasions. At first the captains and managers of the several teams acted as the legislative body for the sport. After a time it became evident that these legislators were altogether too likely to be biased by immediate motives, and the rule-making was transferred into the hands of a graduate body. This continued for several years under the laws of an association which had been formed and called the Intercollegiate. At the time of the dissolution of this association some years later there was for one season a hiatus in which two sections in the college world made two sets of rules. The following year, however, at the invitation of the University Athletic Club of New York, a representative body of graduates of the most prominent football universities met and proposed rules which were thereupon adopted throughout the country. Since that time this body of men has met annually and the rules proposed at these meetings have governed football throughout the country.

It is interesting for the spectator to know something of the why and wherefore of the work he sees going on before him. The principle of the game is so simple as to need no explanation, and it is for this reason that the game, even without any expert knowledge, draws bigger crowds and holds the attention more certainly than any other sport. The spectator sees at once that two bodies of men are endeavoring to carry an egg-shaped leather ball in certain directions. It takes him only a few moments to realize that one side is endeavoring to carry the ball toward one end of the field, while the others are as insistent on taking it to the opposite end. That is all seen at a glance, and really provides enough explanation to make the game enjoyable even without further knowledge. But as knowledge of the method increases, so does the possibility of further appreciation. In the first place, the two teams are composed of eleven men each, and the time of play is two halves of thirty-five minutes each, with a ten-minute intermission. The two sides change goals at intermission.

(To be Continued.)

GOSSIP OF THE LOCAL GRIDIRON GONE BEFORE THE GREAT REFEREE

The football game for this afternoon takes place at Punahou at 4 o'clock. It will be a friendly contest between the Hackfelds and the Punahou Athletics.

The Hackfelds will line up as follows:

Center, Notley; l. g., Renear; r. g., Bob Samoa; r. t., Mattock; b. t., Duisenberg; r. e., Clarke; l. e., Spencer; r. h. b., Morse; l. h. b., Harrison; f. b., Kleban; q., Gurrey.

The Punahous have not yet decided definitely upon positions. Four or five shifts will be made during the game by way of experiment, to ascertain just in what position a man does the best work. The following will play:

J. Waterhouse, captain; W. Williamson, George Waterhouse, George Fuller, W. Walker, A. Walker, W. Greenwell, F. Armstrong, J. Marcellino, A. Marcellino, A. Judd, L. Robinson, Kimball and Downing.

Soper will not play, as he is going to Pearl Harbor with the yachts.

Hemenway is out of the game for the season, having sustained a severe neck wrench in last Saturday's game.

Mark Robinson, another player who would have assisted the Punahou Athletics, is also permanently retired. He tore the ligaments of his ankle last Saturday, and is now going about on crutches.

The Punahou Athletics have practiced every afternoon during the past week on the Punahou Preparatory School ground. The team is not made up exclusively of Oahu College alumni, but represents the Punahou Athletic Club, and as such is enabled to enlist the services of any available players.

The first and second teams of the Maile Ilma Athletic Club may play a game at Punahou this afternoon.

There is some talk of Hackfeld & Co. and Theo. H. Davies & Co. combining and forming an association team to compete in the Association League. Each firm has several good players, and the union of forces should produce a crackerjack team.

The association football players will meet at the Scottish Thistle Club on Monday night at 8 o'clock for the purpose of organizing a league. All players interested in seeing the thing go through should make a point of being present.

The Honolulu Athletics bucked against the Hackfelds for fifteen minutes last night. Both teams showed

Ben Gaffney, well known in local sporting circles, died yesterday at the Hospital for Incurables. He was 39 years old. The immediate cause of death was inflammatory rheumatism.

Deceased came to Honolulu from San Francisco about three years ago. He went to work as bar-tender in the old Pantheon saloon, presided over by the late Jim Dodd. After filling this position for several months he went behind the counter at the Criterion saloon and worked there for about six months.

A few months ago his health began to fail and under a complication of complaints he gradually grew worse and was taken to the Hospital for Incurables last Tuesday where he remained until he died. He was unmarried.

The funeral will take place at 1:30 p. m. today from the undertaking parlors of Ed. A. Williams. The place of interment is Pearl City.

Poor Ben Gaffney was well known around town as a good fellow and a square one. He was always ready to do a friend a good turn, and probably had no enemy but himself. He took a great interest in all matters pertaining to sport, and refereed the fight between Jack McDonald and Tieses, Harris in Hilo last New Year's day. Generous to a fault, he died penniless, and the expenses of his burial will be defrayed by a subscription taken up by his friends.

marked improvement of their display of last Saturday.

The H. A. C.'s practice at Makiki next Monday afternoon.

The Artillery team has had a severe shaking up during the week, and a new manager and captain have been elected. R. H. Jones is now manager, and John Hector, captain. Manager Jones said yesterday that the team was training conscientiously, but that he deemed it an injustice to his men to play a game until they are in shape to do themselves justice. For this reason the game with the Maile Ilma was allowed to fall through. He said that in another week his men would be ready to meet all comers, and declared himself well satisfied with the league prospects of his team.

Delay in the treatment of bronchitis, which generally begins with a chill, hot feverish attacks and a feeling of exhaustion, develops into very serious complications. Pain-Killer taken in hot water, as well as rubbing the chest with it clear, will speedily cure. Avoid substitutes, there is but one Pain-Killer, Perry Davis'. Price 25 cents and 50 cents.